

IN THE SPECIFICATION:

Please amend Specification ¶ [0015] as follows:

[0015] Figure 1 illustrates schematically that the two larger wheels 2 and 3 of a wheelchair 1 - whose smaller wheels are not shown - are each arranged at a camber with angle α with respect to a vertical plane on the wheelchair 1. In a known manner, the person 4 sitting in the wheelchair reaches over the top side of the wheels 2 and 3 and causes the driving of the wheelchair by grasping one driving ring 5 respectively in each case arranged in front of the wheels 2 and 3 on the outside. It is illustrated that, at the points 6, which are each situated in the region of the top side of the wheels and of the driving ring 5, it cannot be avoided that the hands of the person 4 sitting in the wheelchair come in contact with the exterior side of the tires 7 each arranged on the wheels 2 and 3. This may lead to a chafing of the hands, particularly of the thumb or of the ball of the thumb on the exterior side of the respective tire 7. This disadvantage occurs particularly when the tire, which is normally constructed in the manner of a bicycle tire, has a cleat profile which, on the outside, reaches far over the carcass 8 of the tire 7 and, on the side facing to the outside, also has a vulcanized-in raised lettering. Also the normally present small knobs, which originate from the vent opening of the production mold, contribute to injuries by chafing.

Please amend Specification ¶ [0016] as follows:

[0016] Figure 2 is an enlarged representation of the tire arranged on the left in Figure 1 in a first embodiment. In a manner known per se, the tire 7

has a toroidally extending carcass 8 which is provided on the bottom with two rim elevations 9 for the fastening to a rim which is not shown. In the case of this tire, the carcass 8 is provided with a running profile 10 which is constructed asymmetrically with respect to the center plane 11 of the tire and, on the side later forming the exterior side 12 of the tire, is completely smooth, without any projecting parts, thus without any lettering and, definitely to the schematically outlined first boundary plane 13, without any significant outward-projecting profile. The exterior side 12 also has no "vent knobs". The plane 13 extends through the center of the tire torus and has an intersection point 14 with the tire which is offset with respect to the intersection point 15 of the center plane 11 with the tire by the angle β to the outside. In this region, the profiling either does not exist at all or it has a lower depth. The profile becomes increasingly deep toward the center plane 11 and remains the same in this profile thickness on the later interior side of the tire 7.

Please amend Specification ¶ [0018] as follows:

[0018] Figure 2 also illustrates that larger profile elevations, such as knobs or the like, of the running profile 10, to the outside, do not project beyond a second boundary plane 16 which extends parallel to the center plane 11 of the tire 7 and through the intersection point 14 of the first boundary plane 13 with the tire 7. This further development ensures that no projections or profile parts hindering the handling protrude into the gripping range. The second boundary plane 16 naturally represents only the outermost boundary. Depending on the desired profile type or construction, its position can also be displaced more

toward the center plane 11. This naturally also applies to the first boundary plane 13 which is a radial plane. The angle β between this plane and the center plane 11 can naturally also be smaller than 45° . However, in no case should this angle be larger than 45° .